

October 25.

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NEW ENGLAND FISHERIES LEAD.

Furnish Large Percentage of Industry
in Nation.

Massachusetts Share is by Far the
Greatest Portion.

After 26 years' "back talk" and seven years' fighting, says Charles F. Pidgin in the Boston Globe, Benjamin Franklin tried to settle matters with England. He wanted to buy Canada outright, and would have succeeded, as he always did, but an attack of influenza (we call it gripe) laid him up and other American commissioners were sent to complete the treaty.

One of them was John Adams, another Massachusetts man, and he made a strenuous fight for our rights to fish in Canadian waters. The prominence of Gloucester and Boston in the fisheries of the United States show that these rights were worth fighting for and that Massachusetts and the other New England states have profited by the concession gained.

The latest official report of the fisheries considers but 30 species in detail, and of these but 19 are included in the New England fisheries. As the general reader has an aversion to large figures, the comparisons, hereinafter are given in percentages, the entire United States product being considered as 100; that is, 100 parts, of which Massachusetts and New England represent a certain number of parts as regards each fishery.

Clams.

Including hard and soft shell, razor and snap:

	Per. Cent.	Quantity	Value
New England	18		20
Massachusetts	18		20
Maine	27		13
Rhode Island	3		4
Connecticut	1		1

Total, New England 49 38
Maine leads with 27 per cent. in quantity, but the Massachusetts product of 18 per cent. is worth more than that of Maine. New England produced nearly one-half in quantity and more than one-third in value of the total product of the United States, which was 1,900,000 bushels, worth \$1,917,000.

Cod.

The total catch for the United States was 110,054,000 pounds, worth \$2,914,000:

	Per. Cent.	Quantity	Value
New England	66		67
Massachusetts	66		67
Maine	18		15
Rhode Island	1		1
Connecticut	1		1
New Hampshire	*		*

Total New England 86 84
Massachusetts' catch represents two-thirds in quantity and value; New England more than four-fifths. The asterisk (*) indicates less than one per cent.

Crabs.

The United States total is 60,626,000 pounds, worth \$938,000. Massachusetts catch 122,000 pounds, worth \$2600.

Flounders.

Total United States catch 23,346,000 pounds, worth \$588,000:

	Per. Cent.	Quantity	Value
New England	31		25
Massachusetts	31		25
Rhode Island	8		9
Connecticut	3		4

Total, New England 42 38

Massachusetts' catch represents nearly one-third in quantity and a quarter of total value.

Haddock.

United States: 59,987,000 pounds, worth \$1,308,000:

	Per. Cent.	Quantity	Value
New England	81		79
Massachusetts	81		79
Maine	18		19
Rhode Island	*		*
Connecticut	*		*
New Hampshire	*		*

Total New England 99** 98**

Hake.

United States—34,340,000 pounds, worth \$464,000.

	Per. Cent.	Quantity	Value
New England	49		63
Massachusetts	49		63
Maine	50		26

Total New England 99 99

The haddock and hake fisheries are carried on by Massachusetts and Maine.

Halibut.

United States—34,441,000 pounds, worth \$1,526,000.

	Per. Cent.	Quantity	Value
New England	12		20
Massachusetts	12		20
Maine	1		1

Total, New England 13 21

The state of Washington is credited with 87 per cent. of product and 79 per cent. of value, but the Washington halibut fishery is largely conducted by New England capital. The Massachusetts state census of 1905 reported the halibut catch as worth \$864,000.

Herring.

United States (including fresh, salted and smoked) 125,050,000 pounds, worth \$796,000.

	Per. Cent.	Quantity	Value
New England	23		43
Massachusetts	23		43
Maine	74		53
Rhode Island	*		*

Total, New England 97 96

The Massachusetts catch though less than one-quarter in quantity, has an increased value over the Maine product.

Lobster.

United States—15,279,000 pounds, worth \$1,931,000.

	Per. Cent.	Quantity	Value
New England	16		16
Massachusetts	16		16
Maine	85		66
Rhode Island	9		8
Connecticut	4		4
New Hampshire	2		2

Total, New England 96 96

Massachusetts and Maine represent four-fifths of the lobster catch in quantity and value.

Mackerel.

United States: 12,103,000 pounds worth \$848,000.

	Per. Cent.	Quantity	Value
New England	86		90
Massachusetts	86		90
Maine	3		4
Rhode Island	4		3
Connecticut	1		1

Total, New England 94 98

Massachusetts represents nine-tenths of the mackerel fishery.

Menhaden.

United States: 394,776,000 pounds, worth \$893,000.

	Per. Cent.	Quantity	Value
New England	7		10
Connecticut	7		10
Rhode Island	5		5

Total, New England 12 15
Massachusetts catch very small. In 1905, \$10,000.

Oysters.

United States: 32,330,000 bushels, worth \$15,713,000.

	Per. Cent.	Quantity	Value
New England	12		16
Connecticut	12		16
Rhode Island	4		6
Massachusetts	*		1
Maine	*		*

Total, New England 16 23

New England produces one-sixth of the oyster crop, worth nearly one-quarter of total value.

Mussels.

Including shells, pearls and slugs. United States: 90,411,000 pounds, worth \$704,000; Connecticut, Massachusetts and Rhode Island product combined was 5,414,800 pounds, worth \$5800.

Pollock.

(Called "Pollock" in Massachusetts). United States: 29,426,000 pounds, worth \$402,000.

	Per. Cent.	Quantity	Value
New England	68		78
Massachusetts	68		78
Maine	30		19
Rhode Island	1		2
Connecticut	*		*
New Hampshire	*		*

Total, New England 99** 99**

A Massachusetts and Maine industry.

Salmon.

United States: 90,417,000 pounds, worth \$3,347,000.

The Maine catch was 19,000 pounds.

Shad.

United States: 27,641,000 pounds, worth \$2,113,000.

	Per. Cent.	Quantity	Value
New England	3		2
Massachusetts	3		2
Connecticut	*		1
Massachusetts	1		1
Rhode Island	*		*

Total, New England 4 4

Shrimp and Prawn.

The United States product was 19,030,000 pounds, worth \$494,000, of which Massachusetts contributed 5800 pounds, worth \$1300.

Squeteague.

United States: 49,869,000 pounds, worth \$1,776,000.

	Per. Cent.	Quantity	Value
New England	5		4
Rhode Island	5		4
Massachusetts	4		3

Total, New England 9 7

Sturgeons and Caviar.

The United States product was worth \$228,000, of which Maine supplied \$1200 worth.

Whale Products.

Of whalebone, Massachusetts furnished 41 per cent. the Pacific coast 55 per cent. and other states four per cent. Of whale oil, Massachusetts supplied 88 per cent. the Pacific Coast five per cent. and other states seven per cent.

Total Massachusetts Fisheries.

Previously given in detail	\$6,387,000
Cockles	34,000
Irish moss	25,000
Scallops	120,000
Swordfish	122,000
All other fish and fish products	407,000

Total \$7,095,000

Comparison With State Census of 1905

The total value of the Massachusetts fisheries, as shown by the state census of 1905, was \$212,983, or more than \$2,000,000 in excess of that returned by the United States Census Bureau. The latter office does not mention cusk, for which a value of \$222,000 was reported in 1905. The state census included inland fisheries, which were not taken by the United States bureau.

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To show the wide range of the Massachusetts fishing industry, the following table, compiled from the state census of 1905, shows value of fish and fish products not mentioned by name in the United States presentation:

Kind of Fish or Fish Product	Value (in 1905)
Cusk	\$222,510
Bluefish	15,229
Alewives	33,632
Bass	11,045
Blackfish	2,189
Bonito	2,225
Butterfish	3,649
Carp	701
Catfish	1,231
Eels	50,034
Frogs	75
Perch	14,303
Pickarel	763
Scup	18,052
Smelts	22,009
Tautog	4,995
Tom Cod	765
Trout	82
Turbot	350
Whitefish	344
Whiting	15,328
Bait	8,637
Fish guano	4,582
Fish livers	71,647
Fish oil	18,295
Menhaden	10,859
Fish fertilizer	87,034
Sand eels	5,721
Sculpins	19,284
Squid	265
Fish roe	25,275
Halibut fins	420
Tongues and sounds	252
Other food fish	3,674
Ambergris	3,950
Kelp and seaweed	20,383

Total\$699,839

It is impossible to tell how much of the above is included in the \$407,000 given by the Census Bureau as covering other fish and fish products. The total catch varies largely from year to year. If 1908 was a "bad" year, it would largely account for the deficiency of \$2,000,000 in 1908 as compared with 1905, but some of it is due to more extensive investigation in 1905.

STARTED IN HEAVY SNOWSTORM.

Sch. Alice R. Lawson Left Labrador in Hurry to Avoid Freezing In.

Encountered Winter Weather on the Passage Home.

Most remarkable in many respects is the voyage just completed by sch. Alice R. Lawson, Capt. William Larkin of this port, which arrived here last night, laded to the scuppers with a cargo of cured codfish, from Labrador, for the Gorton-Pew Fisheries Company, the fish having been purchased by a supercargo acting for that concern on the trip.

The cargo is the first ever brought to this port direct from Labrador, and also comes from a farther north point than any codfish fare ever brought here in the past. The cargo was loaded in a series of snow storms and with ice making on the vessel's deck.

The Lawson was the last sailing craft on that high latitude coast and the last to leave up there. She was practically driven to sea in a north-east gale and snow storm to prevent being caught and frozen in, which would have meant she would not have been freed until next June.

Capt. William Larkin, who commanded the craft on the remarkable voyage, gives a very interesting account of the voyage. The craft sailed from here September 5 and went to Trepassey, N. F., where it was proposed to purchase a cargo of green codfish. When the Lawson arrived there, fish were scarce and after 30,000 pounds had been taken on, Capt. Larkin got orders from the owners of the vessel to proceed to Indian Harbor, Labrador, and take on a cargo of cured fish.

A glance at the chart shows that Indian Harbor is away up north, in about 54.30, at the mouth of Hamilton Inlet. It was late in the season for the northern voyage, but Capt. Larkin took the craft to St. John's, N. F., there taking on a Mr. Babcock, as supercargo, to act for the Gorton-Pew concern in securing the fish, and then proceeded up the front and along the Labrador coast to Indian Harbor.

When he arrived there it was already cold weather and most of the Newfoundland fishermen who come there in the summer were gone home, and all the persons there were about a dozen families who live there the year round, and a few Esquimaux who had come down from Hamilton Inlet to fish.

Most of Catch at Indian Harbor
Shipped to the Mediterranean.

Capt. Larkin learned that the catch at Indian Harbor for the season had been about 140,000 quintals, mostly

taken in traps and the great bulk of the catch had been shipped direct to the Mediterranean. While he was there one big steamer loaded 15,000 quintals and sailed and a big barkentine also took a big cargo, about cleaning up the catch there. The catch was almost double that of last season, when the fishermen there got but 80,000 quintals.

At Indian Harbor, Capt. Larkin found a fine hospital which had been erected by Dr. Grenfell and of which the natives spoke highly. The fishing season being over, the hospital was closed. The natives spoke highly of Dr. Grenfell and his work and said that the reindeer herd which he brought there a few years ago, some 300 in number, had now increased to fully 6000 head.

Bad Weather Broke Before Cargo Was
Secured.

The cargo was soon secured, but none too soon, for before the last of it was on board the bad weather broke. On September 24 came the first snow storm and it snowed after that about every day. Ice made on deck and winter began to set in earnest. Loading was rushed and finally with the cold so intense that it threatened to freeze the place up, Capt. Larkin was forced to put his craft to sea October 12 in a northeast gale and snowstorm.

To have stayed would have meant freezing in and this meant arriving home here next July and a long hard winter and great privation for all on board during a long dreary winter. The vessel had a big cargo in and it was no easy task to work off shore.

The gale was one long continued. It brought the vessel down to a double reefed foresail, and under this shortest of canvas Capt. Larkin run her 550 miles before it abated. It was biting cold, the deck was covered with snow and ice and the craft was iced up like a vessel coming from Bay of Islands in the dead of winter. They ran the gale out without damage and stopped in at Trepassey to land Mr. Babcock and then headed for home.

Capt. Larkin reports heavy weather during the whole homeward passage.

Capt. Larkin said that the natives were all anxious to hear news of Commander Robert Peary and what he was doing. They all knew him and believed in him, for it was here that the Arctic explorer first made port on his way home from the North Pole, in the Roosevelt, and from here also, with its most northerly wireless telegraph station, that the news of his great discovery was sent to the world.

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ager of the Atlantic Maritime Company. Together they went to the office of the United States district attorney and then with one of the assistants went before the judge. Capt. Downie refused to have a lawyer, firmly believing that his story of the affair would be believed. He contended that he did not sail or go in tow up Ambrose Channel, or down it and was prepared to furnish corroborative evidence.

The judge heard the whole story, and then asked him a number of questions, going over the matter very thoroughly and then sitting back in his chair said, "You are acquitted. There's nothing proved against you here. You can go."

Capt. Downie left the court room a happy man and hustled back to this city, anxious to get to sea again, for the case had delayed him and kept his crew of 22 men waiting, with the vessel all ready for sea, for several days.

CAPT. DOWNIE PROMPTLY ACQUITTED

Told Story to New York Judge Who Made Immediate Decision.

Feeling secure in the fact that he had violated no law, Capt. Thomas O. Downie of this city, appeared before a United States judge in New York yesterday, in answer to the charge of sailing sch. Fannie E. Prescott up Ambrose Channel under full

sail in the spring of 1910, the same being in violation of the United States navigation laws, and was acquitted.

Capt. Downie was accompanied by Capt. Henry M. Atwood, vessel man-

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CLAIMS MISTAKE HAS BEEN MADE

Capt. Downey Says He Never Went Up Ambrose Channel.

Gone to New York Today to Meet the Charges.

Capt. Thomas O. Downie of this port, master of sch. Elsie appeared before United States Commissioner Hayes, at Boston, yesterday, on the complaint charging him with violation of the navigation laws. The commissioner went over the case with Capt. Downie.

The complaint was based on an indictment against the defendant found by the United States grand jury, at New York, alleging that Capt. Downie, on May 17, 1910, while in command of the sch. Fannie E. Prescott, took the latter craft under sail through the Ambrose Channel, off New York harbor.

The case is one in which the commissioner at Boston did not have jurisdiction, as it will have to be heard in New York, in the waters of

which harbor the offence is alleged to have been committed.

The warrant called for Capt. Downie's appearance in New York today before the United States district attorney, and he went to that city last night, accompanied by Capt. Henry M. Atwood, manager of the fleet of the Atlantic Maritime Company, from which concern Capt. Downie sails.

Capt. Downie was in this city a short time yesterday afternoon. In speaking of the case with a Times representative, he said: "It wouldn't be just right to talk about the matter just now, but later on, after I am freed, which I feel that I will be, I shall probably have something to say."

"I can tell you, however, that I am not guilty of the offence alleged and that I did not go up Ambrose channel either under sail or with a tug."

"There is a mistake somewhere and I believe I can show the authorities that the complaint is wrong."

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BRITISH CRAFT ONLY ARRIVAL.

BROUGHT FARE OF SALT COD FOR THE GORTON-PEW FISHERIES COMPANY.

The only arrival here this morning was the British sch Emulator, which came in from Burin, N. F., bringing a fare of 330,000 lbs. of salt cod to the Gorton-Pew Fisheries Company.

The Emulator is one of the advance guard of a large fleet which is expected here during the next two or three weeks with loads of salt cod bought by various large concerns in this city at Nova Scotia, Newfoundland and Labrador to make up for the shortage in the catch of the local bank fleet.

Just how much fish is to come along this way is not known, but it is estimated that at least four or five million pounds of foreign codfish will find its way to this port this fall.

There was a good sailing list yesterday and many more will go today. The torchers were out last night and brought over 100 barrels of herring.

During the forenoon several of the pollock fleet came in, some of them with small catches which they landed at the Fort.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:
Torchers, 100 bbls. fresh herring.
Br. sch. Emulator, Burin, N. F., 330,000 lbs. salt cod.
Sch. Pinta, via Boston.
Sch. Good Luck, shore, 3000 lbs. pollock.
Sch. Corsair, shore, 4000 lbs. pollock.
Sch. Marguerite Haskins, shore.
Sch. Mary A. Gleason, shore.
Sch. Fish Hawk, shore.

Vessels Sailed.

Sch. Marguerite, netting.
Sch. Florida, netting.
Sch. Eglantine, drifting.
Sch. Emily Sears, pollocking.
Sch. Thomas S. Gorton, haddock.
Sch. Harmony, haddock.
Sch. Mary P. Goulart, haddock.
Sch. Eugenia, haddock.
Sch. Hortense, haddock.
Sch. Mary Edith, haddock.
Sch. Jorgina, haddock.
Sch. Mary DeCosta, haddock.
Sch. Catherine D. Enos, haddock.

TODAY'S FISH MARKET.

Salt Fish.

Salt mackerel, \$30 per bbl. for large and \$19.75 for small.
Salt trawl bank codfish, \$4.65 per cwt. for large, \$4.10 for mediums and \$3 for snappers.

Handline Georges codfish, large \$5.75, medium \$4.85, snappers \$3.
Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large, \$5.50, medium \$5.15.
Haddock \$1.75.

Pollock \$1.75.
Cusk, large \$2.50, medium \$2; snappers \$1.50.

Hake, \$1.75.
Eastern shack cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above price.

Salted whiting \$2 per bbl.
Fletched halibut 9c per lb.
Halibut fins, \$12 per bbl.

Fresh Fish.

Haddock, \$1.15 per cwt.
Large cod, \$2.60 per cwt.; medium \$2.10 per cwt.

Peak and Western Bank fresh codfish \$2.60 per cwt. for large and \$2.10 for mediums.

Cusk, large, \$1.80, medium, \$1.20.
Snapper cusk 60c.

Hake, \$1.42 1-2.
Dressed pollock 90c, round 80c.
Bank halibut, 11c per lb. for white and 9c for gray.

Fresh mackerel, large 27c each, mediums 20c, small 14c.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.
Frozen herring, \$2.50 per cwt.
Fresh herring, \$2.50 per bbl.
Salt shore herring, \$1.00 per bbl.
Frozen squid, \$2.50 per bbl.

Raise in Price of Hake.

About every day now seems to bring a raise in prices of some kind of fish. Yesterday it was hake again, the fare of sch. Helen B. Thomas going to Cunningham & Thompson Company at \$1.42 1-2 per hundred weight, last previous sales being at \$1.35.

Will Go Cod Netting.

The sloop Hawk, which is about 30 feet long, painted white, and with a bowsprit nearly as long as herself, starts from T wharf, Boston, today on her first trip netting, under command of Capt. Fred Maddox, and with a crew of two men.

Mackerel at Cape Breton.

Some of the fishermen of Petit de Grat, C. B., district made splendid hauls of mackerel last week, but the schools soon passing not many men participated in the catch.

Squid Off Scatteri.

Squid are reported off Scatteri and it is understood that some of the barkers fishing off there jigged good baitings.

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Whaling Season Successful.

More than 400 whales were taken by the Seattle fleet of whaling steamers operating in southeastern and southwestern Alaska waters during the season just closed. The steam whaler Fearless got the largest fish—one that measured 86 feet.

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TODAY'S FISH MARKET.

Salt Fish.

Salt mackerel, \$30 per bbl. for large and \$19.75 for small.

Salt trawl bank codfish, \$4.65 per cwt. for large, \$4.10 for mediums and \$3 for snappers.

Handline Georges codfish, large \$5.75, medium \$4.85, snappers \$3.

Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large, \$5.50, medium \$5.15.

Haddock \$1.75.
Pollock \$1.75.

Cusk, large \$2.50, medium \$2; snappers \$1.50.

Hake, \$1.75.
Eastern shack cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above price.

Salted whiting \$2 per bbl.
Fletched halibut 9c per lb.
Halibut fins, \$18 per bbl.

Fresh Fish.

Haddock, \$1.15 per cwt.
Large cod, \$2.60 per cwt.; medium \$2.10 per cwt.

Peak and Western Bank fresh codfish \$2.60 per cwt. for large and \$2.10 for mediums.

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk 60c.

Hake, \$1.42 1-2.

Dressed pollock 90c, round 80c.

Bank halibut, 11c per lb. for white and 9c for gray.

Fresh mackerel, large, 29 1-2c each, mediums 20c, small 14c.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.
Frozen herring, \$2.50 per cwt.

Fresh herring, \$2.50 per bbl.

Salt shore herring, \$1.00 per bbl.

Frozen squid, \$2.50 per bbl.

FOREIGN FISH ON LOCAL CRAFT

VESSEL BROUGHT FIRST CARGO OF CURED FISH FROM LABRADOR PORT.

Yesterday the principal arrival here was foreign fish in a foreign package; this morning the feature of the receipts is foreign fish in a home made package.

In other words sch. Alice R. Lawson is at this port with a cargo of salt and cured codfish, purchased by the Gorton-Pew Fisheries Company, owners of the craft, at Indian Harbor, Labrador and Trepassy, N. F. At the latter place, where the craft first went 30,000 pounds of salt or green codfish were taken on, and then the vessel went to the Labrador port, where 2400 pintals of cured codfish were put on board.

Incidentally this is the first cargo of purchased codfish to be brought to this port from Labrador direct, either by a local or foreign vessel, but several more of them will be along during the next two or three weeks, as purchases of Labrador fish by local firms has been quite heavy this season.

From the Maine coast, sch. Richard J. Nunan brings 40,000 pounds of fresh fish, mostly hake, a part of which will go to the splitters.

Two of the cured fish flotilla are here this morning, sch. Sadie A. Kimball from Swan's Island and sch. John B. Norris from Tremont, each having about 1000 quintals.

Yesterday afternoon several of the pollock fleet took out small fares, aggregating about 15,000 pounds, to A. Cooney & Co., and this morning schs. Catherine D. Enos and Hattie F. Knowlton landed there small fresh fish fares.

The torchers last night had 125 barrels of fresh herring.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Richard J. Nunan, Maine Coast, 40,000 lbs. fresh fish.

Sch. Alice R. Lawson, Indian Harbor, Labrador, 2400 qtls. cured cod, 30,000 lbs. salt cod.

Sch. Sadie A. Kimball, Swan's Island, Me., 1000 qtls. cured fish.

Sch. John B. Norris, Tremont, Me., 1000 qtls. cured fish.

Sch. Marguerite, shore, netting, 500 large fresh mackerel.

Sloop J. F. McMorro, shore, netting 600 large fresh mackerel.

Sloop Jessie P., shore, netting, 300 large fresh mackerel.

Three of the shore mackerel netters struck fine fishing last night and this morning landed a total of 1600 large fresh mackerel here. Sch. Marguerite brought in 500, sloop J. F. McMorro 860 and sloop Jessie P. 300. The former sold to Luffkin & Tarr and the two latter to the Gloucester Fresh Fish Company. The large fish brought 28 and 29 1-2 cents each and the few mediums 20 cents.

Sch. M. Madelene, shore.

Sch. Massasoit, shore.

Sch. Maud F. Silva, shore.

Sch. Rose Standish, shore.

Torchers, 125 bbls. fresh herring.

Sch. Pythian, shore, 3000 lbs. pollock.

Sch. Eglantine shore, 2000 lbs. pollock.

Sch. Marguerite Haskins, shore, 3000 lbs. pollock.

Sch. Mary A. Gleason, shore, 2000 lbs. pollock.

Sch. Olivia Sears, shore, 1500 lbs. pollock.

Sch. Eva Avina, shore, 1500 lbs. pollock.

Sch. Catherine D. Enos, shore, 10,000 lbs. fresh fish.

Sch. Hattie F. Knowlton, shore, 3000 lbs. fresh fish.

Vessels Sailed.

Sch. Good Luck, pollocking.

Sch. Marguerite Haskins, pollocking.

Sch. Corsair, pollocking.

Sch. Fish Hawk, pollocking.

Sch. Etta Mildred, pollocking.

Sch. Pinta, pollocking.

Sch. Massasoit, pollocking.

Sch. Helen B. Thomas, haddock.

Sch. Lochinvar, haddock.

Sch. Catherine D. Enos, shore.

Sch. Cynthia, haddock.

Sch. Elsie, haddock.

Sch. Onato, haddock.

Sch. Mystery, haddock.

Sch. Waldo L. Stream, halibuting.

Sch. Julietta, netting.

Sch. Freedom, netting.

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T WHARF MARKET OPENED STRONG.

DEALERS ALL ANXIOUS TO SECURE PORTION OF THE 14 FISH TRIPS THERE.

The chill in the atmosphere this morning stimulated trade at T wharf and the dealers went after the 14 trips in as though they did not expect another fish in for a week. The result was the strongest kind of a market and a good paying voyage for about every vessel in the dock, although there were a very few good sized fares in the lot.

All the vessels, however, had new fish and with the total amount in sight not enough to meet the demand there is nothing in sight for the splitters. Haddock sold at \$4.50 and \$5 and codfish, right through, brought \$7 and \$7.50 and the dealers could not get enough even at these prices. Large hake brought \$3 and small \$1.25, while pollock sold at \$3.50 and cusk went at \$2. All in all it was the best all around market for a long time.

The steam trawler Foam was on deck to get the benefit of the big prices, with 46,000 pounds of fish, about all haddock, and schs. Conqueror, with 51,000 pounds, Buena with 38,000 pounds are also among the big money makers the former having 40,000 pounds of haddock in her catch and the latter 25,000 pounds.

The little sch. Lillian has 6000 pounds of netted cod.

The two pollockers in have small catches.

Hake predominates in the total catch, but the market is so good it looks as though about all of these would go to ship and all local orders.

Boston Arrivals.

The fares and prices in detail are:

Sch. Warren M. Goodspeed, 10,000 haddock, 1000 cod 9000 hake.

Sch. Mabel E. Bryson, 1500 cod, 12,000 hake 1000 cusk.

Sch. Ralph Russell, 6000 pollock. Steamer Foam, 48,000 haddock, 1500 cod, 1500 hake.

Sch. Winnifred, 10,000 haddock, 10,000 hake.

Sch. Conqueror, 40,000 haddock, 4,000 cod, 7000 hake.

Sch. Squanto, 12,000 haddock, 5000 cod, 13,000 hake.

Sch. Rose Cabral, 1000 haddock, 200 cod, 5000 hake.

Sch. Josephine DeCosta, 3500 haddock, 3500 cod, 3000 hake.

Sch. Elva L. Spuring, 500 haddock, 5500 cod, 7500 hake, 2000 cusk.

Sch. Adelina, 3000 haddock, 2500 cod, 16,000 hake, 3000 cusk.

Sch. Lillian, 6000 cod.

Sch. Olympia, 3000 pollock.

Sch. Buena, 25,000 haddock, 2500 cod, 10,000 hake.

Haddock, \$4.50 to \$5 per cwt.; cod, \$7 to \$7.50; hake, \$1.25 to \$3; pollock, \$3.50; cusk, \$3.

New Fishing Vessel Launched at Liverpool, N. S.

There was launched at Liverpool, N. S., Saturday morning from the shipyard of Hendry, limited, a fine fishing schooner of the semi-knock-about type. Her dimensions are length over-all, 120 feet; beam, 26 feet; hold 11 feet. This schooner is one of the handsomest vessels ever seen in Liverpool.

The managing owners are Messrs. Robin Jones and Witham of Lunenburg, who will place her in the bank fishery. Capt. Elias Richards of La Have, will command her. Messrs. Hendry, limited, will immediately lay the keel of another vessel.

Portland Fish Notes.

Sch. Robert and Carr is taking on supplies and refitting at Portland and will leave shortly for her new home port, Georgetown, S. C., she having been purchased by McDonald & Co., of that port, and will engage in the sea bass fishery off the southern coast in command of Capt. George Grant, who has come up from the south to take her down.

Monday the sch. Mabel left Portland for Orr's island where she will load with fish for Gloucester. This will be her first trip since last spring and she will run the rest of the fall.

Oct. 25.

FISH RECEIPTS FOR AUGUST.

COMPARATIVE AMOUNTS LANDED AT THIS PORT AND BOSTON.

According to the report of the Bureau of Fisheries, 138 trips of fish aggregating 4,826,839 pounds of fresh fish, valued at \$89,306 and 2,436,397 pounds of salt fish, valued at \$108,125, a total of 7,263,236 pounds, valued at \$197,431, were landed at this port during the month of August, while 354 fares, aggregating 10,020,010 pounds of fresh fish, valued at \$269,987 and 25,200 pounds of salt fish, valued at \$2335, a total of 10,045,810 pounds, valued at \$272,322, were landed at Boston.

Gloucester.

	Pounds.	Value.
Fresh cod	1,516,014	\$32,648
Salt cod	2,035,784	88,129
Total cod	3,551,798	120,777
Fresh haddock	1,278,379	13,342
Salt haddock	67,617	1,265
Total haddock	1,345,996	14,607
Fresh cusk	349,733	5,597
Salt cusk	47,765	1,195
Total cusk	397,498	6,792
Fresh hake	740,949	6,949
Salt hake	51,652	770
Total hake	792,601	7,719
Fresh pollock	87,301	786
Salt pollock	81,796	1,418
Total pollock	169,097	2,204
Fresh halibut	238,249	22,239
Salt halibut	6,073	533
Total halibut	244,322	22,772
Fresh swordfish	1,294	124
Fresh mackerel	51,120	3,117
Salt mackerel	144,800	14,805
Total mackerel	195,920	17,922
Fresh herring	61,080	763
Salt herring	400	10
Total herring	61,480	773
Fresh bluebacks	301,800	2,649
Fresh pergies	191,200	1,973
Fresh shad	9,800	119

Boston.

	Pounds.	Value.
Fresh cod	2,164,300	\$80,032
Fresh haddock	5,207,800	85,291
Fresh cusk	143,400	2,790
Fresh hake	770,800	16,191
Fresh pollock	847,840	19,806
Fresh halibut	21,050	1,995
Fresh swordfish	318,100	29,432
Fresh mackerel	547,320	34,450
Salt mackerel	25,200	2,335
Total mackerel	572,520	36,785

Digby, N. S., Fish Notes.

The fresh fish receipts at Digby, N. S., for the week ending Saturday, total 265,000 pounds. Of this the schs. Dorothy G. Snow and Dorothy M. Smart each landed 70,000 pounds and the Loran B. Snow 60,000 pounds. The two former vessels arrived Friday. The Loran B. Snow sailed Friday night, this time with a full complement of crew. The auxiliary fish buyer Cora Gertie arrived Saturday morning from down the bay with 20,000. This is Capt. Crocker's second trip this week and in the two trips landed 50,000 for the Maritime Fish corporation, which also bought the trip of the Dorothy M. Smart. The Dorothy G. Snow and Loran B. Snow sold their fares to Joseph E. Snow, D. and O. Sproul and the Nova Scotia Fish company.

Oct. 26.

New Lunenburg, N. S., Vessel.

A handsome fishing schooner was launched from the yard of W. C. Smith & Co., Ltd., at Lunenburg, N. S., on Saturday morning. She was built by Stephen Morash from a model by his son, John Morash. The craft which is a fine one, is the 107th that Mr. Morash has built and none of them met with a mishap in launching.

The vessel was named the Melbourne M. Gardner, for M. M. Gardner, bookkeeper in W. C. Smith & Co., Ltd., and was christened by him. The new schooner is fitted with all the latest appliances and will be under the command of Capt. Newton Backman. Her dimensions are: Over all, 121 feet; beam, 26 feet; hold, 11 feet. She is owned by Capt. Backman, W. C. Smith & Co., Ltd., and others.

The keel for a new fishing schooner for Riverport parties will shortly be laid in the shipyard of W. C. Smith & Co., Ltd.

Salt Cod Fare Sold.

The fare of deck handline salt cod of sch. Electric Flash sold to Frank F. Smith & Co.

Oct. 26.

CAPT. JACOBS' CLAIM IS \$236,000

For Illegal Detention of Sch. Ethel B. Jacobs and Loss of Fishing.

Also Has Another Claim For Sealing Troubles on Pacific Coast.

The largest claim from this city which will be presented with many others before the mixed commission, which is expected to meet early next year is that of Capt. Solomon Jacobs. For the alleged detention of his sch. Ethel B. Jacobs, on the Irish coast in 1899, Capt. Jacobs wants damages to the amount of \$236,000.

It is understood that Capt. Jacobs' claim, resulting from his sealing troubles on the Pacific coast many years ago and which is also for a very large sum, will also be heard before the commission.

The commission is the result of a treaty agreement between the United States and Great Britain, under the terms of which all claims of citizens of the two governments are to be passed upon by a commission. The commission has not yet been appointed, but is expected soon to be.

The basis of Capt. Jacobs' claim is that had the vessel not been detained for 14 days 500 barrels of fish a day would have been handled. This would have been 7000 barrels, which at \$19.50 a barrel would have yielded him \$136,000. He asks \$100,000 damages for false arrest, bringing the total of the claim to \$236,000.

Capt. Sol's. Claim As Filed by His Attorney.

Capt. Jacobs' claim has been prepared and filed by his attorney, John B. Dahlgren of Washington, and in substance is as follows:

"Jacobs sailed from Gloucester in his schooner, the Ethel B. Jacobs, on July 20, 1899, for Ireland, arriving off Castletown Berehaven about August

2 or 3. He procured a pilot at Berehaven, and after being run aground got off and started fishing outside the three-mile limit he claims. This was August 20. He caught 470 barrels of fish the first day, which he shipped to John Pews & Sons of Gloucester. The market price was at that time \$19.50 a barrel.

During the night while they were fishing, according to Jacobs, he went aboard the schooner Pride of Bere, owned by Jerry Downing, to look at the catch which Jacobs thought of buying. While he was on Downing's schooner, officers of the British government either fly ordered him to come to their vessel, which he did. They asked him what he was doing aboard the Pride of Bere, and he told them he was trying to buy fish. They let him go, saying they had misunderstood the situation.

The next day, Jacobs received a cablegram from John Pew & Son, notifying him that if he wanted to see his wife alive he must come home at once. He left the schooner in charge of William Cluett, and took the first ship to the United States.

After his arrival in Gloucester he was notified by cablegram that sch. Ethel B. Jacob had been seized for fishing within the three-mile limit. The ship was detained for 14 days, when Capt. Cluett was released, the case against him having been speedily dismissed in court. Ten days later, about October 25, the Ethel B. Jacobs was lost in a storm. The men, whom Jacobs left on his boat made depositions to the effect that during the time they were detained the local fishermen brought in more fish than at any time while they were off the Irish coast.

Oct. 26

Oct. 26.

SOLD HALIBUT AT PORTLAND.

Fare of Sch. Catherine Burke Brought 13 1/2 Cents per Pound.

Thirteen and one-half cents per pound was the price received for 6000 pounds of halibut brought into Portland Wednesday morning by the Gloucester schooner Catherine Burke, which is commanded by Capt. Augustus G. Hall.

The price paid for the Burke's fare is the highest paid for halibut at any New England fishing port since last Spring, and the fish were bought by J. W. Trefethen & Company of Commercial wharf, after several other concerns, including the New England Halibut Company, had made high offers to Capt. Hall.

The Burke did not encounter a great deal of severe weather on the trip to the Quereau bank but dogfish gave the crew of the Gloucester vessels considerable trouble during the time the men were after the halibut.

Newfoundland Sealers.

The Newfoundland sealing voyage of 1912 promises to be a genuine lottery. There will be nine steel steamers in the fleet, eight of which will prosecute the voyage at the front. This fleet, with speed and weight, cannot possibly miss the patch and should they strike the seals all within 24 hours, a regular scramble must follow. One of the most experienced captains yesterday gave as his opinion that with such a fleet no steamer will go beyond the 30,000 limit, except that through mere accident she gets 48 hours advance in the patch over all others, and even then the herd would be cleaned up so quickly that 30,000 would mean good work. It may follow, however, like last year, that the wooden fleet is yet to be reckoned with.

Portland Fish Notes.

The Portland Cold Storage Co. shipped a car load of frozen herring Tuesday to Philadelphia, there being a great demand for the fish there. The catch of herring this fall in this vicinity has been very disappointing, but the fishermen are looking for them to show up soon.

Among the fleet of vessels leaving Portland Tuesday were schs. Ida S. Brooks and Robert and Carr, lately sold to parties at the south to be engaged in fishing on the southern coast. The former went out in command of Capt. Charles Littlejohn of South Portland and several others from the same place were among the crews of the two vessels.

Will Haul Up Steamer Philomena.

Steamer Philomena, which Capt. John A. McKinnon recently bought at United States marshal's sale at East Boston, and which came down here on Tuesday, will be hauled up until after the captain returns from his Newfoundland trip. Next spring and summer the craft will go sealing under Capt. McKinnon's command, but the late winter and early spring may find her in active service in some line of fishery.

Fitting for Newfoundland.

Capt. Frank H. Hall of sch. Ralph L. Hall, who hauled out of sealing early this week, is now fitting his craft for a Newfoundland salt herring trip.

Capt. George G. Hamor will go to Newfoundland in command of sch. Ralph L. Hall, and Capt. Frank H. Hall, her owner, will go down to Bay of Islands over land.

Fitting for Haddocking.

Sch. Romance is fitting for haddocking in command of Capt. William H. Goodwin formerly of sch. Thomas A. Cromwell.